

THE POLYNESIAN.

HONOLULU, MARCH 1, 1851.

EDUCATION.—If there is a pre-eminence in one of several important requisites that combine to constitute a flourishing and vigorous nation, to Education would we ascribe it. Education, in its broadest sense, and in all its multiplied influences and belongings.

It will be readily perceived that in the use we make of this term, we do not mean the mere cultivation of the intellect, but the full development of the moral, intellect and physical being, drawn out, disciplined and balanced with skill and care. Intellectual culture, merely, undirected by the moral sense, or misdirected by its abuse, renders its object less valuable, if not injurious in the community. Instead of being a blessing to himself and others, he often becomes a curse; instead of employing his talent and ability in implanting sentiments of virtue and honor in his fellow-men, he is far too often found disseminating mischief, inflaming the evil passions, and inciting to deeds that put humanity to the blush. While on the other hand, by a neglect of physical education, though none may exist in either mental or moral culture, the subject of it is but too frequently lost to the world, by impaired health, or by sinking to a premature grave. The whole should be combined, to render education of its highest value, and to fit men for the stirring duties of life, and to qualify them for the responsible position of intelligent freemen.

It is therefore with deep interest that we watch the advance of education upon these islands, and we rejoice when evidence is given that progress is making in either, or all the three divisions in which we have divided the subject above.

In all government schools,—as is proper where different sects are interested,—the moral and religious instruction is left entirely with the teacher. He can teach morals, or not, as he pleases. He can introduce the Bible, as a class book, or make it a text-book at his discretion. The branches required to be taught by the government, which supports the schools, are purely secular, and alike indispensable to all; and with these, government direction ends. Its funds are furnished for the support of schools, wherever a sufficient number of scholars can be obtained, and teachers and school-houses are provided, under the laws, subject only to their general and impartial requirements.

It is unnecessary at this late day in the world's history to enter upon a discussion to prove the duty of government to educate its youth. The doctrine is already established. The experience of those States most advanced in its practice has settled the question of duty. As a matter of economy, education has been found infinitely less expensive in preventing, than the punishment of crime aggravated by its neglect. Were this the only object gained, no valid reason could be urged for failing so secure it. But so far from this being the case, it is but one of the little rills that contribute its mite to the great aggregate of good. Of its beneficent influences, as connected with the political relations of individuals of the State, no estimate, at all adequate to their importance, can be made, without deeply studying the governing principles of human nature. What but this can qualify a people for understanding and appreciating their rights and privileges, and for the responsible duty of participating, as in this kingdom, in their own government? Can an ignorant, uneducated rabble ever properly discharge the obligations of intelligent freemen? Are a mass of ignorant men capable of properly appreciating the noble privilege of the vote by ballot? By no means. The idea is preposterous. Such masses are usually swayed by the demagogue, and led by the few, who may be, or who may not be, patriots and friends of order.

In this kingdom, the obligation of educating the masses, for the duties of freemen is of imperative importance. From a political condition of absolute serfdom, the people find themselves, in the legal possession of one of the highest privileges of freemen. Within a period of 30 years, from the first introduction of letters amongst them, they are called upon to occupy the responsible post of legislators, not for their own people merely, but to a considerable extent, for the foreign population now so numerous on the islands, and for the multitudes of interests of commerce and agriculture so rapidly increasing. This position of the natives, calls loudly upon all engaged in the education of the people for undivided energy in the prosecution of their duty, and upon the government for a firm adherence to its system of school instruction, so simple, and yet so well adapted to the existing state of the natives.

In the State of New York the question was submitted in November last, directly to the voters, whether the Public School system of that State should be continued or abandoned; and the large majority of 30,000 voices in its favor has happily secured to the youth of that State the privilege of a common school education, and the perpetuation of an admirable system, which it would have been as ruinous as disgraceful to have abandoned. Let this example of the State of New York, stimulate this government to its utmost exertions in this good work. Duty to itself—to the youth—to humanity requires it; and to the hand that would strike the school system of these islands from the Statute book, or mar its efficiency and usefulness. If it lacks efficiency, let new life and vigor be infused into it. But let it not become a formal, secondary, lifeless system, that may, or may not be prosecuted with a will, as whim or fancy may dictate.

CITY CHARTER.—Is it desirable, or is it not? Upon the necessity and expediency of asking the Legislature for a city charter, we find there is quite a diversity of opinion amongst the residents of Honolulu, and we should be happy to see the subject discussed, pro and con, and cheerfully offer the columns of the Polynesian for that purpose.

There are reasons why a city charter would be desirable, and we will state some of them, as they strike us on the moment. And first, it would relieve the general government of the duty of governing the city, of sustaining its Police, prisons, fire department, &c. &c., and second, it would relieve the Exchequer of all the expense

attending these several organizations, and throw the responsibility and burden upon those who might be chosen for that purpose. In this way the various departments of His Majesty's Government might be disencumbered from labor and expense, and greater efficiency, perhaps, be secured in the government of the city. Improvements might be pushed forward at a more rapid rate, and Honolulu present a more civilized appearance in its streets, public buildings, &c.

On the other hand it may be asked, Will the advantages secured, over and above those now enjoyed, justify the change, and repay the great expense attending it? From those who have long been conversant with municipal affairs in other countries, and who are good authorities, we have heard the expenses of a city government for Honolulu estimated at from \$30,000 to \$50,000 per annum. This is about one-third of the whole present expense of the entire government of the kingdom, and should lead the residents of Honolulu to reflect upon the value of the advantages to be gained, before involving themselves in this measure. To sustain the expense of a Mayor, Recorder, Aldermen, Councilmen, police, prisons, and a large number of other officers that must be created for the occasion, the citizens must be taxed at a very high rate. It is not to be supposed that these officers will perform their duties gratuitously. "The laborer is worthy of his hire," and the Common Council—should a charter be granted—would doubtless decide. But how is all this expense to be sustained, unless by taxing the citizen? The city has no available property, from which to derive a revenue, unless the government device to tie the market and wharves. The government itself has no landed property within the limits of the city, to bestow; at least such is the belief.

The subject of a city charter, therefore, is worthy of the serious consideration of the foreign residents, at the present moment, before the meeting of the Legislature. On them the main burden will rest, of sustaining the expense, as it is upon their business and property that taxes would have to be assessed. The native population would, to a man, go against it, if they understood that their house lots and buildings were to be taxed highly for sustaining it.

We throw out these suggestions in order to awaken attention to the subject, and to elicit discussion. We confess that we want more light upon it, before coming to a settled conclusion for or against the measure, and again invite those who feel interested in its discussion, to a place in our columns.

WASHINGTON'S BIRTH DAY.—This anniversary was observed in Honolulu on the 22d ult., by salutes and dressing of ships in gala day costume. Early in the morning the U. S. S. Vandalia was dressed out in fine style, and all the shipping in port hoisted their ensigns, signals, etc. and our harbor made a beautiful display of bunting. The Consular flags on shore were hoisted, to honor the name more justly and universally esteemed than perhaps any other in the records of humanity.

At twelve o'clock a salute of twenty-one guns was fired from the Vandalia, which was returned by the French corvette Serieuse and from the battery on Punch Bowl, ashore.

A brilliant party was given by Mr. John Dominis, on the evening of the 21st, at "Washington Place," where not Americans only, but many other nations were represented, by both official and private citizens and subjects. His Majesty the King, her Majesty the Queen, and His Highness the Premier, with several of the high chiefs of the Kingdom were present. A large assemblage of ladies, and the gay uniforms of naval officers, with the cheerful smiles of the numerous guests, gave to this reunion a cheerful character, and awakened emotions of gratitude and respect for the great and good man, whom it was the design of the occasion to honor.

In the evening, an Address was delivered by A. Ten Eyck, Esq., before the Athenaeum, on the character of Washington, which was respectfully attended, notwithstanding the inclemency of the weather. This address is spoken of in high terms, by those who heard it, and we should be happy to publish it in our columns, but the departure of Mr. Ten Eyck for California has prevented our procuring a copy.

The name of Washington belongs to the world, and is revered and honored in every civilized country where pure patriotism, judicious statesmanship and unblemished moral worth, are held in estimation. The observance of the anniversary of his birth will never be omitted, while these virtues are objects of admiration in the human breast.

VIOLATING THE MAILS.—If there is any one thing of public interest that carries with it an intrinsic sacredness, which should be guarded from every species of maleficence, it is the public mail. In it are deposited every variety of communications of friendship, business and official negotiation. And these deposits are made with the tacit assurance that the mails will be thus sacredly guarded, while in the hands of those who are engaged in the carrying of them from port to port. The law imposes a fine of not more than \$300, or six months imprisonment for any violation of the mail, as will be seen by the following which is the first section of the 15th Chapter of the Penal Code:—

"Sec. 1. If any postmaster, collector, clerk or other person, employed in any custom house or post office, or any mail carrier or other person, having charge of any mail, shall unlawfully detain, open any letter, packet, bag, or mail of letters, with which he shall be entrusted, or which shall have come to his possession, or if any such person shall secretly, embezzle or destroy any letter, or packet entrusted to such person, or shall, by any means, prevent any letter, draft, note or other writing of value, he shall be punished by fine not exceeding three hundred dollars, or by imprisonment at hard labor not more than six months."

We have called attention to this subject from the fact that the sealed mail bag forwarded by the sch. "Amelia," containing all the letters and papers forwarded to San Francisco, on the 13th ult., was found to have been broken open, and being returned to the Post-office on Saturday last. We simply state the facts in the case, as we are satisfied that Capt. Tanner had no wrong intentions. Having several letters deposited with him for San Francisco, which he feared would be lost, Capt. T. took the liberty to open the bag, and deposit his letters in it, and in returning the bag to the office stated the above facts. Nothing in the bag had been displaced or removed.

Several have expressed themselves strongly against the above act, and we sincerely trust that Captains will not so far abuse the confidence reposed in them by the public; but should a similar case occur again we are assured that the law will have its full force in correcting the abuse.

DISCRIMINATING DUTIES.—Notwithstanding the treaty between the United States and this kingdom, long since negotiated and ratified, and publicly proclaimed by the President of the U. States in his late Message to Congress, vessels under the Hawaiian flag are still subjected, in San Francisco, to the payment of a discriminating duty of ten per cent. By a Hawaiian vessel just arrived from there, we learn that such a demand, even up to the latest dates. The Collector acknowledged the treaty, and knew of its ratification, but for the technical reason that he had not been officially notified of its existence, he still demands and receives the ten per cent. discriminating duty, from all Hawaiian vessels. This is unjust towards the government of these islands, and injurious to our commerce; inasmuch as our productions can be entered there from Am. vessels, and from those of other foreign nations having treaties with the United States, at an advantage to the shippers of 10 per cent. over our own.

We learn that this discriminating duty has been paid under protest, and will, without a doubt, form a proper subject for reclamation from the American government, upon proper representation. If not, of what use are treaties? We trust that the new Collector, T. Butler King, Esq., will turn over a new leaf, and observe the treaty; and that the Am. government will refund all it has received in violation thereof.

HARBOR MASTER'S OFFICE,
Feb. 25, 1851.

SIR:—I beg to acknowledge the receipt of your letter in answer to my note of the 20th, wherein you state you have not preferred any charges against the pilots as a body. At the same time, sir, you say you are bound, in candor, and justice to yourself, to reply to an imputation against you in the Polynesian of the 1st inst. I do not know of any imputation cast directly upon you, sir, but I mean to say your ship could have gone to sea on Saturday morning, if you had been sufficiently manned to handle your ship. In the first place you weighed your anchor without having your topsails and top-gallant sails set, which was a great error in judgment on your part, as you were riding partially on a lee shore. In the next place, you say you were drifting on board the bark Cantero, which caused you to let go your anchor and remain. Now, sir, I was outside the reef myself, and saw that you had crossed the hawse of the bark Cantero, under the short sail you had set, viz: staysails, jib, and spanker; and in setting your foretopsail you let it get aback, which gave your ship stern way and would have brought you foul of the Cantero, had you not let go your anchor. After having let go your anchor, you should have made a signal for a pilot, who would have brought you sufficient help to have got your anchor, and you might have gone to sea before the blow came on. Therefore, sir, I think the imputation cast on Mr. Howland in the Polynesian for negligence, or incompetency as a pilot, was quite unfounded, and you cannot sustain it. The neglect and incompetency (if any) in my opinion, sir, rest entirely on yourself.

As you thought proper to publish my note in the Polynesian and likewise, your answer, which was quite unfounded, I now answer you through the same channel.

From, Sir, your most
Obedient Servant,
JOSEPH MAUGHAN,
Harbor Master & Pilot.

To Capt. Orris Fales,
Late Master of the ship Nisida Stewart.

Editor of the Polynesian:

SIR:—I noticed in the "Polynesian" of last Saturday, a correspondence published by request of Capt. Orris Fales, in relation to the loss of the ship Nisida Stewart. As that gentleman's statement is calculated to create a wrong impression, I feel bound, in justice to myself as one of the pilots of this port, to correct it. On the arrival of the ship at this port I boarded her and offered my services to pilot the ship inside. Capt. Fales expressed his intention of going to sea within a few days, and as he did not wish to bring the ship inside, I gave it as my opinion that with the then prevailing wind, it was safe to lay outside. On Friday evening, apprehending a change of weather, I saw Capt. Fales and told him that he had better come inside or go to sea immediately. He replied that he was all ready and was going to sea that evening, but did not attempt to go to sea until Saturday morning. Had he got his ship under weigh in a seamanlike manner, he could have avoided getting foul of the "Cantero"—which he says was the cause of further detention. Even after that, if he required assistance from shore, it was only necessary to make the usual signal for a pilot.

Usually ship masters exercise some judgment themselves in taking care of their ships, but in this instance, it would appear from Capt. F.'s communication, that he expected the pilot to take command of his ship while in port, and thus relieve himself from all further responsibility.

Since Capt. F. has made such a strong appeal to the public, it would be as well perhaps if he would secure their sympathies, to explain why the reports which were in circulation about the ship and her condition as she lay on the reef, and which he knew to be false, were not corrected, and why the misrepresentations, which so seriously compromised the interests of underwriters or owners, were allowed to pass unnoticed. Those who were bidding at the auction sale, in opposition to the purchasers, it is well known, did so with the expectation of breaking her up—but in a few days, that same ship "in which the tide rose and fell" and "whose keel was sticking up thro' the sand ballast" was by the exertions of Orris Fales, "late" and still "Master of the ship," gotten off and brought into port—easily kept free by her own pumps and still a good ship.

H. S. HOWLAND.

The several accidents which have occurred to shipping at this port, are attributable entirely to

carelessness on the part of Masters. And we take this occasion of saying that it is our firm belief, that if ship Masters immediately upon their arrival, would instruct Pilots to take their ships inside, a recurrence of these kind disasters would be avoided.

Respectfully,
H. S. HOWLAND,
Pilot at Honolulu.
JOSEPH MAUGHAN,
Harbor Master and Pilot.

Honolulu, Feb. 26, 1851.

Ma. Editor.—In your last number of the Polynesian I notice an article over the signature of a "Citizen" in regard to fast riding, and rather complaining of the negligence of the Police. I do not deny that there are cases of fast riding of which the Police are entirely ignorant, as it is impossible for them to witness all of them; but to inform a "Citizen" and the community that the Police are not allowing the law to become a dead letter, I will state that since the first of this month there have been arrested for fast riding, 42 persons, 31 of whom were fined, and the rest discharged, as in the opinion of the Judge they were not breaking the law.

I am sir, your old't serv't.
W. C. PARKE,
Marshal of the H. I.

THE TIMES.—By a circular card, issued on the 24th ult., the patrons of the Times are informed of the Editor's severe illness, and that the publication of that paper will be discontinued until his recovery, which we hope will speedily take place.

In our last we gave an account of the imports and exports of the United States from the data then in our possession. The following statement is more complete, and exhibits the balance of trade against the United States, to the amount of some \$40,000,000.

Correspondence of the Tribune.

WASHINGTON, Friday, Dec. 6.

The following is a summary statement of the value of the Produce and Manufactures of the United States, Exported during the year ending June 30, 1850:

Products of the Sea,	\$2,397,015
Lumber of all kinds,	1,142,713
Naval Stores, pitch, tar,	1,945,752
Manufactures of Wool,	573,770
Pot and Pearl Ashes,	1,181,153
Other products of the forest,	1,181,153
Total Products, &c.	7,442,503
AGRICULTURAL PRODUCTS.	
Pork, Bacon, Lard and live	7,550,287
Butter and Cheese,	1,215,463
Other Animal Products,	1,785,688
Total animal products,	10,549,383
Wheat and Wheat Flour,	7,742,315
All other Grain, Meal and	1,215,463
Biscuit, or Ship Bread,	5,324,194
Potatoes and Apples,	124,307
Rice,	2,681,557
Total	56,371,750
Cotton,	17,984,616
Tobacco,	9,951,023
All other Agricultural Products,	175,402
All Manufactures of Cotton, &c.	4,734,424
Iron Castings and all Manu-	1,911,320
factures of Iron,	
All other Manufactures and	4,681,686
metals (except coin) enumerated	
in returns,	
Total enumerated Manufs.,	11,327,380
Non enumerated do,	2,869,071
Coal, Ice, and other articles	855,664
not enumerated,	
Total value of all articles	2,046,679
Total Domestic Exports,	136,946,912
Imports at Custom House,	
valuation not yet ascer-	
tained in full, but esti-	
mated at,	17,000,000
Under valuations, (est'd)	43,000,000
Real value Imports,	250,000,000

The balance of trade against the United States, and Bonds and Stocks of the United, and of the several States, and other Corporations and cities sent abroad in payment of debts is estimated at the sum of \$40,000,000. A NEW-YORKER.

Imports of oil into the United States from Jan. 1, to Dec. 9, 1850.

Sperm, 86,305; whale, 200,340; bone, 2,787,500 lbs.

NEW BEDFORD OIL MARKET.—[For the week ending December 9, 1850.]—Sperm is in limited request, but prices remain firm, and if anything tend to exist. We notice sales since our last of 30 bbls. a trifle extra. Head at 128 cts; 150 lbs body oil on private terms. A parcel of 100 lbs body oil at 142 cts per gallon.

Whole.—The market continues dull and we have only to report a sale of about 200 N W Coast on private terms.

Whalebone is in fair demand and prices have advanced. The sales include 4000 lb. N W Coast at 36 cts, and 10,000 lb. do. understood at a fraction over 37 cts.

DEVER.—The Journal of Commerce, the secondly paper established in San Francisco, has ceased to exist. This result has been brought about by a series of calamities with which the proprietor has struggled for several months past, and which have finally overpowered him. Mr. Bartlett has taken an interest in a morning paper.—[Alta Cal.]

MORALS IN CALIFORNIA.—It is with satisfaction that we notice the great improvement in morals, evinced in the following extracts from the Alta California of the 21st ult. Gambling on Sunday, is prohibited by law; and that species of this vice, so captivating under the name of Lotteries, is about to receive its quietus from the State Legislature.

The "Schoolmaster is abroad" in California; and the deep, indelible moral sense of a large class of her citizens, is strongly exhibiting itself in establishing those barriers to vice, and in laying the foundations for education and religion, without which no state or nation can long remain prosperous or peaceful.

SUNDAY IN SAN FRANCISCO.—There was a time when the Sabbaths in San Francisco were the days especially devoted to drunkenness, rioting, gambling, and disorders of every character. That time, however, has passed. The city is now distinguished for its moral purity. Sunday is now fully respected, at least so far as public gaming is concerned, and the tables in our public saloons which were formerly devoted to the fickle goddess, are now found covered with newspapers from all parts of the world, and the laboring man whose weekly toil is ended, can now devote himself to intellectual pursuits, instead of wasting his hard earnings in the useless pursuit of wealth too easily acquired. The clerks and tradesmen spend the day in recreation and innocent amusement, the various avenues leading from our city are thronged with men on horseback, and quiet and peace reign in San Francisco.

The holy music of church choirs greets our ears as we pass the houses devoted to the worship of God, and the strains of pious eloquence, break from the lips of preachers of the Holy Word, and fall soft as the gentle snow flake falls upon the sod, on the ears of attentive listen-

ers. Upon the Plaza, a clergyman who deems it his duty to address the whole public, holds forth to large audiences, and instills into their minds and hearts the blessed promises of the Book of Life. Many go to church, many remain at home, and many roam over the hills and through the groves—God's first temples. Many believe with poor Tom Hood, that

"Church is a little heaven below,
I have been there and still would go,
Yet 'tis not one of those who think it odd,
A man may pray in solitude from the crowd."
And, passing by the customary hassock,
Kneel down remote upon the simple sod,
And sue in fervent prayer to God."

THE LAW ON LOTTERIES.—The Committee of Conference of the two Houses have agreed upon the following bill, and their report having been adopted, it only needs the signature of the Governor to become a law:

AN ACT TO PROHIBIT LOTTERIES.

The People, &c., do enact as follows:
Sec. 1. All lotteries in this State are hereby prohibited.

Sec. 2. Any person who shall set up or promote any lottery for money, or property of value, real or personal, and any person who shall aid, either by printing or writing, or in any way be concerned in the setting up, managing or drawing of any such lottery, shall be deemed guilty of a misdemeanor, and, on conviction thereof, be punished by fine not less than \$500 nor more than \$5,000, or by imprisonment not to exceed six months, or by both such fine and imprisonment.

Sec. 3. Any person who shall sell, or offer for sale, or who shall have in his possession, with intent to sell, or offer for sale, or to exchange or negotiate, or shall in any wise aid or assist in selling, negotiating or disposing of any lottery ticket, or tickets, or any share or part of any lottery ticket, in any lottery, or device in any way be concerned in the setting up, managing or drawing of any such lottery, shall be deemed guilty of a misdemeanor, and, on conviction thereof shall be punished in the same manner as is provided in the preceding section.

Sec. 4. All sums of money, and other valuable things, drawn as a prize, or share of a prize, in any lottery, or device in the nature of a lottery, by any person being a resident, or inhabitant within this State, and all moneys or other valuable things received by any such person, by reason of his being the owner or holder of any ticket, or share or ticket in such lottery, or device, shall be forfeited to the use of the State, and may be recovered by information to be filed, or by an action to be brought by the Attorney General, or any District Attorney, in the name, and on behalf of the State.

Sec. 5. This act shall take effect from and after the 15th day of February, 1851.

SUMMARY.

SHARP'S IMPROVED MUSKET.—Lieutenant R. Tausil, of the U. S. Marine Corps, to whom the subject was referred by Gen. Henderson, has submitted a report of certain experiments made by him with Mr. Christian Sharp's patent breech-loading musket, with the Maimed system of firing attached. The conclusion arrived at is, that the two inventions, combined, furnish an arm for infantry that has no equal for simplicity, strength, durability, safety, range and accuracy. The gun was fired 105 times in 30 minutes, after which it was found that the barrel had become so hot that the hand could not be borne upon it. It was fired by a soldier who had never seen it before and he discharged it at the commencement more than twice as fast, and with much greater ease than the common musket can be fired.

THE GREAT BOSTON FOWL EXHIBITION.

The second annual show of the New England Society for the improvement of Domestic Poultry took place in the Public Gardens of Boston on the 12th, 13th and 14th inst. It is stated that never before in this country, have so many fowls gathered together for exhibition. More than twelve thousand specimens were presented to the eye of the spectator on Wednesday morning, beneath Wright's huge tent, and hundreds of beautiful fowls were constantly arriving by express, wagon, wheelbarrow and porter. There were the superior sizes of Shanghai, the prolific Poland, and the palatable Dorking, the gorgeous vestments of the Golden Pheasant, &c. &c. Daniel Webster had a fine pair of white Swans, very large, each one being more than a twenty pounder. At the closing sale of fowls on Friday on Cochon China cock brought \$30. There were pure and beautiful Cochon China, Java and other fowls.

The late mission of Messrs. Vanderbilt and White to England, has entirely succeeded. They found in Lord Palmerston a ready concurrence in their scheme of the Nicaragua canal. He interested himself warmly in their behalf, and through his representation the houses of Parliament and Baring, and Wm. Pleydell, President of the Hudson's Bay company, and others, were induced to co-operate. They succeeded in disposing of half the stock of the canal, on very advantageous terms, to these houses. The stock shall not exceed a certain sum, and in proportion as it falls within that limit, the profit of the company on the stock sold will be increased. It may be well to state that the temporary route now being established and the grand National ship canal are separate undertakings.

The following respecting a Commercial Treaty with Chili, is of importance to be known to the merchants of San Francisco.

President Fillmore has issued a proclamation declaring that so much of the several acts of Congress as impose discriminating duties of tonnage and import within the United States, are and shall be discontinued, so far as respects the vessels of Chili, and the produce, manufactures and merchandise imported into the United States in said vessels, either from Chili or from any foreign country whatever; the suspension to take effect from the 31st of October, to continue so long as the reciprocal exemption of the vessels of the United States, and the produce, manufactures and merchandise imported into Chili in the said vessels shall be continued on the part of the government of Chili.

FRANCE—FOREIGN COMMERCE.—From a table of the foreign commerce of France during the past year, it appears that the whole sum of imports and exports amount to 2,565,000,000 francs, or 27 per cent. more than in 1848, or 8 per cent. more than the average of the preceding years. Among the manufactured productions silks have risen from 5,000,000, in 1848 to 108,000,000 in 1849; cotton goods from 131,000,000 to 157,000,000. The United States is stated to be the country with which a very large proportion of the foreign trade has been done.

NEW LOCOMOTIVES.—Messrs. Norris & Brother of Philadelphia, have just completed for the Copiapo railroad, in Chile, three of their large class engines, which are to be shipped early next week for New York, and from thence to their destination as soon as possible. Each of the engines have four five feet drivers, and the cylinders are 13 inches in diameter with 26 inch stroke. They are to run on the new road recently constructed under the superintendence of Mr. Allen Campbell, of New York, from Copiapo to Copiapo, a distance of fifty-five miles, to the copper mines of that country, in South America.

The Archduke Ferdinand, brother of the Emperor of Austria, is about to enter the naval service, and will take command of the Austrian frigate Venus, and sail, it is said, for America.

Some sensible chap says, truly, that a person who tries to raise himself by amending others might just as well sit down on a wheelbarrow and undertake to wheel himself.

THE WORLD'S INDUSTRIAL FAIR has called forth among other ingenious projects, a very ingenious pamphleteer in England. He maintains that the fair will be less than one million additional to the population already in existence, and that as population already in existence is a building accommodation, such an enormous influx of animality must be attended with derangements of health. He farther says, that

"Great and sudden human gatherings, crowded in a confined space, are liable to be followed by pestilence in the compound ratio of the diversity of the source from whence come—the diversity of breed, habit and manner—and the length of their sojourn in such 'space.' And this law he illustrates, by reference to the Black Death, Sweating Sickness, the Plague, and other epidemics which have afflicted European countries at different periods. All these he traces to exactly such a cause—the sudden concentration of multitudes of men in places too small to hold them—as will be in operation at the present time, while the industrial fair is in progress. He exaggerates his case, there is a substantial truth, morally and historically established, what he says."

The English papers are exhorting the Board of Health and the Royal Commissioners to take the matter in hand, while the Athenaeum writes:

"The public health, it says, demands this precaution. If there be danger in overcrowding, as no one will question—authority should be armed with power to interpose, and in a measure regulate the influx. So far as our country is concerned, this would not be difficult; an understanding with the railway companies would enable them to check the number any given hour. But the great thing required is a system which shall prevent the undue crowding of particular localities. If left to themselves, workmen will seek the workmen's quarters, the poor will seek the neighborhood of the squares—in one small house near which, in said, sixty persons often sleep, three in a bed at night. This is the danger to be avoided; it may be done by a system which shall secure the distribution of the visitors over the large open areas. Another suggestion may be made, to have an understanding with the railway companies to open up all parks, gardens, and buildings, but, if practicable, for a system of cheap trips, daily, if not hourly, along all the railway lines leading out of London, so as to disperse a variety of issues for the teeming civilization, and widen quietly and pleasantly the breathing space."

"The Philosopher" recommends that guests be lodged every night at a considerable distance from town; but such a scheme is decidedly impracticable. On the two conditions which we have ventured to suggest—the selection by the Royal Commissioners of some place to secure the daily distribution of the arrivals, and a large area in London, and a series of trains which would carry off a portion of the pressure daily, spreading the gathered millions over thirty or forty miles of movable encampment, a variety of issues for the teeming civilization, and widen quietly and pleasantly the breathing space."

PACIFIC RAILWAY.—The subject of Whitney's Railway to the Pacific, which has already been sanctioned by the Legislatures of eight states, and several committees of Congress, is again occupying the attention of the approaching Congress at an early day. The Cheap Postage question are now the most important and pressing public measures on hand. According to Whitney's proposition and the reported in the House, he is to have a strip of land, thirty miles wide, on each side of the route through its length; only about third of which, however, is good and valuable land. From sales of this belt he engages to raise the funds to carry on the grand enterprise, out of which the acre, which will amount to eight millions of acres. The country is thus to be presented with a railway from Lake Michigan, to the Pacific, open and free to the commerce of the whole world, upon payment of such tolls for passengers and merchandise as may be necessary to keep the road and its apparatus in working order, which tolls are to be determined and regulated by Congress. A passenger is to pay \$20; a bushel of corn for 25 cents; a barrel of flour for \$1; a ton weight of merchandise for \$10, and a ton in measurement of teas, (half ton in weight), for \$5. At these rates, it is expected that corn may be placed in China for 40 cents bushel transit; and so of other things.—Organ.

ATTRACTIONS OF OREGON.—We have never doubted that sagacious